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PREPARED AND DISSEMINATED BY CENTRAL INTELLIGENCE AGENCY		25X1	
COUNTRY USSR	DATE DISTRIBUTED 14 MAR 56 25X1		
SUBJECT Port Approaches, Control Procedures, Cargo Operations, and Miscellaneous Observations	NO. OF PAGES 2	NO. OF ENCLS.	
SUPPLEMENT TO REPORT #			

The Office of Naval Intelligence, ONI, in Report #12-56, furnished the following information to CIA for IAC dissemination in accordance with paragraph 3(c) of NSCIC No. 7.7

Port Approaches, Control Procedures, and Anchorages

- On approaching the mouth of the Syevernaya Dvina River, [] ship was boarded by the pilot at the lightship. The usual lightship had been taken in for repairs and a temporary substitute was in position, and no obstructions existed in the approaches to the river. B.A. Chart 2280 accurately showed the existing lights and buoys, but [] the pilot did not use this chart. There are no prominent landmarks to aid navigation; the land area is flat and marshy, and the channel is well marked with lights and buoys so that no trouble was experienced in navigating the river.
- At Chizhoy Island, a woman doctor and Customs and Immigration officials boarded [] ship. No search of the ship was conducted at this time or at time of departure, but the radio equipment was sealed and the cameras locked up. I was impressed with the friendliness of the Soviet officials and the cursiveness of their security procedures. [] there were good anchorages off Chizhoy Island and south of Yuzhny Point. There was plenty of water in the channel, and [] a ship of 14 thousand tons would be the largest that could use the port. [] no dredges or salvage equipment operating either in the harbor or the approaches.

Ship's Berth and Cargo Operations

- It was necessary [] to berth at four separate locations (areas (1) (2) (3) and (4) on overlay of B.A. Chart 2290) in order to load a full cargo. Summer is the best time to load lumber at Archangel for then, as a result of winter and spring lumbering operations, there are always good stocks of lumber on hand. As fall approaches, stocks fall off, and it is often necessary to load at several points in the harbor. [] all four berths are parallel to the stream at wooden wharfs which vary

NAVY review completed.

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from 500 to 800 feet in length. The alongside depth ranges from 25 to 31 feet and was ample for [] ship. [] ship had to berth approximately five meters from the quay, where the water was only 25 to 29 feet deep. [] ship touched the bottom at low water when close to the quay.

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4. There were no cranes available at these berths, and our ship used its own equipment for loading the lumber. []

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[] electricity was available at berth (4) but not at the other three berths. Poor drinking water was available from quay outlets or from barges, and the water for [] boilers was acquired from the river. [] ship was loaded at each of the berths by two shifts of men, with about 20 men in a shift. These workers were adequate in numbers and proficiency. The cargo was moved to the ship from storage areas at each berth by truck.

Other Observations

5. In the Povrakul area, point (5), near berth (2), [] "gas works" and some new construction of brick buildings. []

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[] most building in Archangel is of lumber. There is no "fuel oil" storage at Archangel. []

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[] but [] there are gas-oil (diesel oil) storage tanks at Bakaritsa and on the southern tip of Brevvennik Island. []

6. [] at the Krasnaya Kuznitsa Shipyard, [] the yard was operating on three shifts and [] doing repair work. [] a small civilian shipyard at position (8) and a radio station in the vicinity of point (10). Many of the roads and streets are of timber (corduroy), except that the road to berth (4) is asphalt between the town and point (9).

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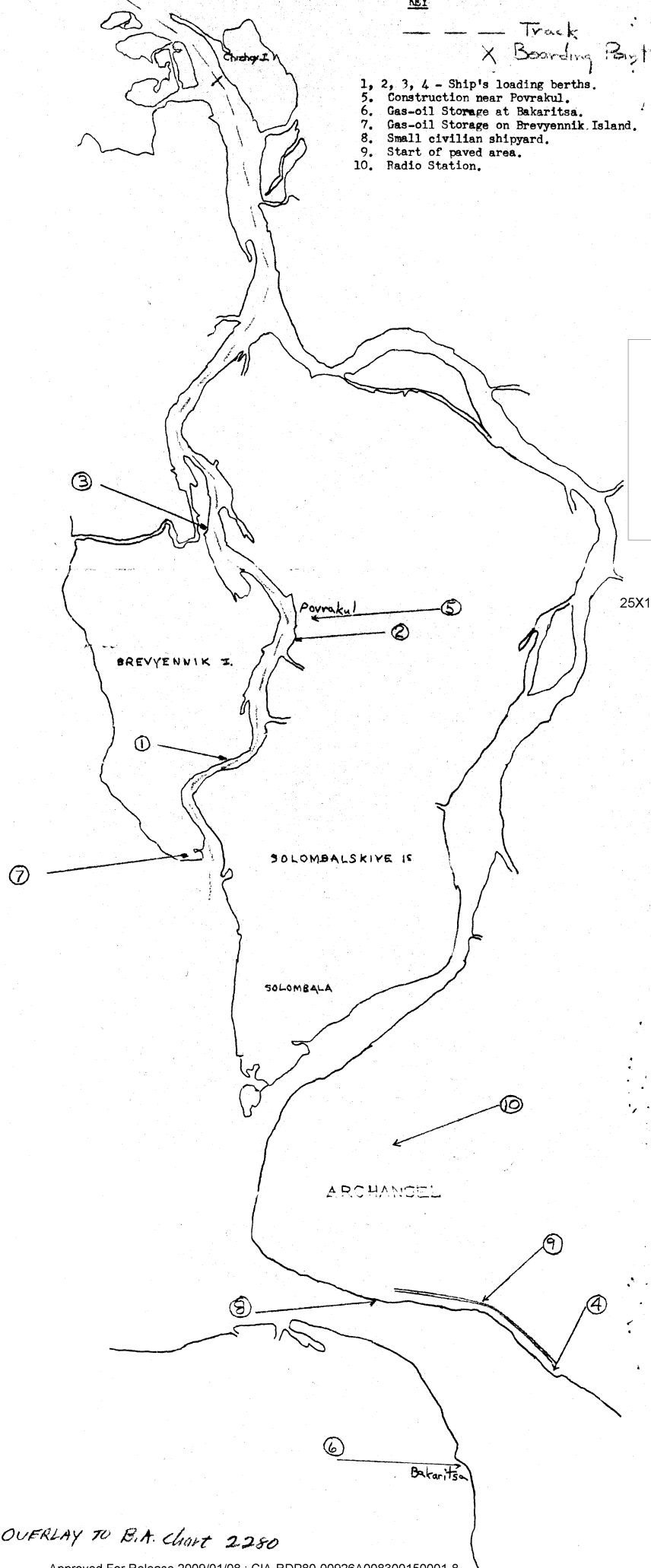
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KEY

--- Track
X Boarding Point

- 1, 2, 3, 4 - Ship's loading berths.
5. Construction near Povrakul.
6. Gas-oil Storage at Bakaritsa.
7. Gas-oil Storage on Brevyennik Island.
8. Small civilian shipyard.
9. Start of paved area.
10. Radio Station.



OVERLAY TO B.A. Chart 2280